

LISTING OF CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

1 through 22. (Cancelled)

23. (New) A lockup clutch for a hydrodynamic clutch that is free of a guide wheel, comprising:

- a primary wheel and a secondary wheel which together define a working chamber that can be filled with operating fluid;

- a first input linked to the secondary wheel;

- a second input linked to the primary wheel;

- an output;

- a switchable clutch for selectively linking the first and second inputs to the output to form a first or a second power branch;

- a first coupling between the second input and the output that is free of any rotationally fixed mechanical connection between the primary wheel and the secondary wheel in order to create the second power branch;

- a second coupling between the first and second inputs and the output in the first and second power branches that comprises rpm/torque converting devices;

- a first back gear and a second back gear having different gear ratios, wherein the gear ratio of the second back gear is changed by an amount of slip at a desired lockup in relation to the first back gear; and

- a braking device that serves to fix the secondary wheel in place.

24. (New) The lockup clutch according to claim 23, wherein the switchable clutch can be jointly used with the first and second power branches in the connections between the first and second inputs and the output.

25. (New) The lockup clutch according to claim 23, wherein the first back gear is linked to the secondary wheel in a rotationally fixed manner, and wherein the second back gear is linked to the primary wheel in a rotationally fixed manner.

26. (New) The lockup clutch according to claim 25 further comprising a back-gear shaft, wherein the switchable clutch is arranged between the first and second back gears for selectively coupling the first or second back gear to the back-gear shaft, and wherein the back-gear shaft is coupled to the output.

27. (New) The lockup clutch according to claim 26 further comprising:

- a first output of the first back gear; and
- a second output of the second back gear, wherein the back-gear shaft is coupled to the first output, and wherein the second output forms the output.

28. (New) The lockup clutch according to claim 26, wherein each of the rpm/torque converting devices further comprise the first and second back gears.

29. (New) The lockup clutch according to claim 27, wherein the first and second outputs can be coupled to the output by a third back gear.

30. (New) The lockup clutch according to claim 29, further comprising a second switchable clutch associated with the third back gear, wherein the second switchable clutch selectively links the third back gear to the back-gear shaft.

31. (New) The lockup clutch according to claim 23, wherein the first and second back gears are arranged coaxially and parallel to each other.

32. (New) The lockup clutch according to claim 23, wherein the first and second back gears are designed as spur gear sets.

33. (New) The lockup clutch according to claim 23, further comprising a third switchable clutch that directly links the second input to the output.

34. (New) The lockup clutch according to claim 33, wherein the third switchable clutch is arranged between the second and third back gears and selectively links the second back gear to the third back gear in a rotationally fixed manner.

35. (New) The lockup clutch according to claim 23, wherein the switchable clutch is designed as a positive locking, synchronously switchable coupling.

36. (New) The lockup clutch according to claim 35, wherein the switchable clutch is designed as a claw clutch.

37. (New) The lockup clutch according to claim 23, wherein the switchable clutch is designed as a force-activated clutch.

38. (New) The lockup clutch according to claim 23, further

comprising a free wheel arranged between the secondary wheel and the first input.

39. (New) The lockup clutch according to claim 23, wherein the switchable clutch is associated separately with the first and second power branches.

40. (New) A subassembly having a hydrodynamic component with a lockup clutch according to claim 23.